



# Schedule

- Final Environmental Impact Statement signed by FTA August 2013
- P3 Solicitation initiated November 2013
- FTA issued Record of Decision and recommended Full Funding Grant Agreement March 2014
- P3 Request for Proposals issued July 2014
- P3 Technical Proposals Due November 2015
- P3 Financial Proposals Due December 2015
- Anticipated P3 contract award by Board of Public Works March 2016
- Target date for FTA Full Funding Grant Agreement May 2016
- Construction start Late 2016
- Anticipated service to begin 2021



# Current activities

- Concept design & technical requirements are locked in
- Right-of-way acquisition is underway
- FFGA application materials are being submitted to FTA
- MDOT/MTA and Counties are preparing to review P3 proposals
- 3<sup>rd</sup> party agreements are being finalized (counties, WMATA, CSX, utilities)
- Public, small business, and workforce outreach is underway
  - Community Advisory Teams development
  - “Purple Line Prepared”



## In Spring 2015, MDOT/MTA Led a Cost-Saving Review Process

- Prior value engineering options were reviewed
- Cost-saving measures and innovations were requested from proposers
- Potential modifications were reviewed with multi-disciplinary teams and Counties
  - Goal was to deliver a more cost-effective light rail system by reducing costs, while still providing high quality service and honoring FEIS commitments



# Cost-saving criteria

All changes were required to meet the following criteria:

- Maintain a strong FTA project rating
- Satisfy all environmental commitments
- Meet or exceed safety standards
- Maintain the project schedule
- Preserve the long-term quality of service



# Highlights of cost-saving measures

Cost-saving measures relate to:

- Initial frequency of service
- Maintenance facilities
- Construction management
- Art, architecture and aesthetics
- Train management systems
- Utility relocations



# Summary of Purple Line outreach efforts

Since project initiation, the public involvement and agency outreach program has included over 1,000 meetings including:

- Scoping meetings
- Public hearings
- Community focus groups
- Business and community associations meetings
- Project team meetings
- Agency coordination meetings
- Neighborhood work groups
- Public open houses
- Briefings to elected officials
- Community outreach events



# Recent outreach efforts include...

- Purple Line Implementation Advisory Group (Montgomery County)
  - Goal of building understanding/consensus on approach to common issues across the corridor
  - Meetings held May-July 2014 on the following topics:
    - Traction Power Substations
    - Landscaping, Design, and Aesthetics / public art
    - Noise and Vibration
    - Capital Crescent Trail
    - Business Continuity / Business Displacement During Construction
    - Traffic, Parking, Pedestrian, and Bike Safety
    - Public Involvement, Communications
- Community meetings held September 2015 on project scope changes – few concerns expressed about changes in project
- MTA and Counties continue to meet with community groups regarding project impacts and concerns



# “Purple Line Prepared”

As part of the Purple Line business outreach plan, MTA has put in place a program to help individuals, small and disadvantaged businesses by:

- Assessing readiness of small businesses to compete on big projects
- Assisting with workforce development
- Creating opportunities for small businesses to meet prime contractors for networking purposes
- Directing businesses to valuable resources and training
- Helping businesses through the process to be a MDOT-certified S/DBE
- Ensuring compliance and accountability with all S/DBE program requirements





## During construction, MTA maintains ongoing responsibility for...

- Environmental approvals
- Right-of-way acquisition
- Public affairs & customer service
- Fare policy
- Establishment of service levels
- 3<sup>rd</sup> Party agreements & coordination
- Quality assurance oversight (including plan reviews)



# The P3 construction contract includes...

- Purple Line Construction Program
- County-Initiated Projects\*
  - Bethesda Metro South Entrance (Montgomery)
  - Capital Crescent Trail (Montgomery)
  - Silver Spring Green Trail (Montgomery)
  - Additional Fiber Optic Infrastructure (Counties)
- University of Maryland Bike Path\*

\* Funded by the Counties and University of Maryland. Montgomery County has already budgeted funds for the Bethesda Metro South Entrance (\$57M), Capital Crescent Trail (\$96M), and Silver Spring Green Trail (\$4M).